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COUNTRY East Germany SECURITY INFORMATION REPORTTOPIC Cottbus AirfieldEVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED

10 February 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Between 1 and 3 p.m. from 5 to 13 December 1952, ten-minute training flights were made almost daily at Cottbus airfield. Recently, planes have taken off from and landed on the grass strip south of the runway. At 3 p.m. on 12 December, a Po-2 over the field. About 15 aircraft have been observed flying at the field to date.¹ 25X1

2. On 11 December, there was no flying. Runway lights were not switched on, but searchlights were in operation. White ground signals were fired, while the beam of one searchlight was rotating. A short time later, the beam of a searchlight was directed to the runway, while green ground signals were fired.² 25X1

3. On 12 December, a plane was towed through Cottbus toward the airfield. The wings of the plane were loaded on a truck. The type of the plane was the same as that stationed at Cottbus airfield.³

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5. From 8 through 20 December 1952 and 4 to 6 January 1953, flying was conducted almost daily at the field. Local training flights were made with and without instructors, but aerobatics were also made at altitudes of more than 1,000 meters. Recoveries, sharp banks, loopings, rolls and right and left side turns were observed. The performance of the flights showed that most of the pilots involved were beginners. On 25 December, a Li-2 landed at the field. At 2:45 p.m., four jet fighters, two of which were marked by the [redacted] landed. At 11 a.m. on 26 December, a Li-2 [redacted] took off and headed west. The plane landed again at 2:45 p.m. The four jet fighters which had landed at the field on 25 December refuelled between 10 and 11 a.m. At 11:45 a.m., their engines were raced up. [redacted] they took off from the field. No training flights were made between 10 and 15 January. On 13 January, several take-offs by swept back jet fighters were observed.⁴ 25X1

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6. [REDACTED]

7. All the aircraft crates seen in the northeastern corner of the field in December, were of the same type. [REDACTED] they had carried Yak-18 aircraft. No details could be determined.

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8. After 12 January 1953, billeting equipment and clothing were loaded almost daily by Soviet air force soldiers at Cottbus railroad station. It was rumored that the airfield was to be evacuated by the Russians.⁵

9. In December, ambulance [REDACTED] and trucks [REDACTED] were seen at the field.

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10. The following observations were made at the field between 11 and 23 December:

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11 December. There was flying until about 3:30 p.m. The weather was fair and visibility good. At 8:30 a.m., [REDACTED] three Yak-18s which flew in single file formation. Rectangular recesses, probably used for the retracting of the landing gears were seen above the legs of the landing gears.

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[REDACTED]
In the afternoon, one plane was observed doing aerobatics. Dives, levelling off, steep climbs, level flights and loopings were practiced. Orienting searchlights flashed up at the field between 5:30 and 7 p.m.
12 December. Flying was conducted in the afternoon. Line abreast and single flight formations were observed several times.

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13, 15 and 16 December. There was flying at the field. Some of the planes flew in line abreast formation.

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18 December. Formation flying in groups of two and three was observed.

19, 20, 22 and 23 December. There was air activity at the field. Formation and aerobatics were observed.¹

11. At 8:40 p.m. on 21 December, 40 to 50 soldiers wearing epaulets with two wide silver or golden bars in addition to eight Soviet officers arrived on the train from Finsterwalde. All the soldiers were carrying luggage and were unusually well dressed. On 22 December, the same soldiers were seen shopping in Cottbus. Jeep [REDACTED] was seen in Cottbus on 16 December.

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12. About noon on 18 December, [REDACTED] 20 single-engine aircraft parked along the runway and in front of the closed hangars of the field. Additional planes were seen aloft. A Li-2 was parked in front of a hangar. Stunt flying was also observed. On 24 December 14 Yak-18s and 2 MiG-15s were parked in front of the hangars. At 12:30 p.m., a Li-2 landed; at 3 p.m., two MiG-15s took off. On 22 January 1953, no aircraft were observed at the field nor was a noise of running engines heard.¹

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13. Supply shipments arriving at the field between 12 and 26 December 1952 included:

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Date in December	Number and Types of Railroad Cars	From
12	4 railroad tank cars with fuel	Ruhland
15	3 " " "	
16	8 boxcars	Jueterbog-Altes Lager
20	1 railroad tank car	
21	5 " " cars with fuel	
24	3 boxcars	Jueterbog-Altes Lager
	2 " with rations	
26	6 railroad tank cars with fuel	
	18 sealed boxcars	Jueterbog-Altes Lager

14. There was flying activity on 12 December. [redacted] Two radio trucks, two tank trucks, one fire truck and three vehicles looking like vans were parked at the take-off point. No flying was observed on the morning of 17 December. There were heavy snowfalls. At 7 a.m. on 8 January, a detail of 120 VP personnel was observed clearing snow from the runway. Trucks [redacted] were seen. 25X1
15. From 5 to 7 p.m. on 11 December, searchlights were seen in operation for the first time since the field had been occupied by the VP. At 5:30 p.m., a white signal was fired.² 25X1
16. In the afternoon of 17 December, a partly dismantled Soviet plane arrived at Cottbus railroad station. The fuselage of the plane was marked by a large red star. At 6:30 p.m., the plane was trucked by VP personnel to the airfield.⁶ 25X1
1. [redacted] Comment. The headquarters and the 1st Regt of the 1st VP Air Div are stationed at Cottbus airfield. The regiment is equipped with 20 to 24 Yak-18s. Air activity observed at the field indicates that the VP pilots have reached an advanced stage of training and have started training in stunt and formation flying. 25X1
2. [redacted] Comment. On 11 December 1952, searchlights were seen in operation at the field [redacted] It is believed that the VP pilots were familiarized with the working of searchlights and other lighting facilities, used for night flying. Training in night flying will probably be started in the near future. 25X1
3. [redacted] Comment. It is believed that this plane had made a forced landing outside the field and was unable to take off again. Aircraft shipped to airfields are generally transported in crates. 25X1
4. [redacted] Comment. MiG-15s have so far not been stationed at the field. It is unknown whether these planes will remain in Cottbus. However, it is believed that the VP pilots will later be trained with jet aircraft. Another possibility is that former German air force pilots are flying MiG-15s at the field already now. [redacted] 25X1
5. [redacted] Comment. Between 12 and 15 January 1953, four trains with a total of 91 boxcars and 41 flatcars arrived at Finsterwalde. It is believed, that these trains came from Cottbus. The unit involved in this move presumably was a supply unit which was stationed at Cottbus airfield. In addition to a Soviet instruction unit employed for the training of VP pilots. 25X1
6. [redacted] Comment. Previously, aircraft were shipped in crates only. 25X1

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